

Interview with Peter Miller

Date of interview: 19 May 2026

Interviewer: Dave Smith

Assistant: Carl Barnard

Subject: Peter Miller, born 1927, Grimsby. Fisherman, cinema projectionist, ARP messenger boy.

Audio file: *2016-05-19-Peter Miller -b_1927_skipper_ARP boy.mp3*

Summary

Peter Miller was born in 1927 in Grimsby and grew up in the streets around Freeman Street — Robinson Street, Granville Street, Thomas Street, and finally Eleanor Street, where his family settled. His father was a fisherman and later a skipper, mainly with Bacons, and Peter always intended to follow him to sea.

Before going to sea, Peter held two notable shore-based jobs: yard boy at a builder's merchants near Wrawby Street, and cinema projectionist, working at the Rialto, the Queen's (on Alexander Road), and the Globe. His recollections of the Rialto as a "dump" contrasted with the grander Tivoli cinema, which he had visited as a child with his mother and which was later destroyed by wartime bombing.

During the Second World War, Peter served as an ARP (Air Raid Precautions) messenger boy — a voluntary role in which he cycled messages to headquarters near the Municipal Offices during air raids. He gives a vivid first-hand account of the butterfly bomb raid on Grimsby, including the death of a local woman named Miller in Eleanor Street when she disturbed a bomb resting on a bay window, and the incident of a local man who unwittingly carried one into a police station.

After the war, Peter served two years in the Royal Navy as a cook aboard a landing ship, including a trip to America. On demob he went straight into the fishing industry, working his way up from deckhand to third hand and then second hand (mate), obtaining his certificates through the United Navigation Committee at Lockhill Nautical School. He sailed with several Grimsby companies including Consolidated Fisheries ("Consoles"), Bacons, Sleights, and Ross Group, fishing grounds ranging from the North Sea (10 days) to Iceland and the White Sea (two to three weeks). He recalls sailing alongside his father — as skipper — on Bacons ships, a strictly professional arrangement.

In the later stages of his career, as the fishing industry declined, Peter did two trips on oil rig support vessels off Great Yarmouth — a comparatively easy role that he found amusingly quiet after decades of deep-water trawling. He retired having loved every minute of his sea-going life.

The interview also touches on Grimsby's entertainment venues (the Palace Theatre, Tower Cinema, Hippodrome), wartime air raid shelters, trolleybus changeovers, the Humber forts, skipper Bunny Newton's fearsome reputation at sea, fishing superstitions, crew recruitment on the docks, Dolly Hardy's campaign for redundancy payments, and the pair-trawling incident in Danish waters that ended with the gallows breaking away.

Peter produced his original seamens' discharge books and certificates during the interview, which Dave photographed. At the time of recording Peter was aged 99, sharp in recall and characteristically understated throughout.

Duration: approximately one hour.

No. Series 2/ 22

GRIMSBY TRAWLER OWNERS' ASSOCIATION

PORT RECORD BOOK
for the Fishing Industry
at the Port of Grimsby.

Signature of Fisherman, in full:—
[Redacted]

Surname [Redacted]
Christian [Redacted]
Address [Redacted]
Rating Deck Hand

Date of issue: 30. 3. 53.

Fishermen are informed that the possession of a Port Record Book is a necessary condition for obtaining a berth on any Fishing Vessel sailing out of the Port of Grimsby belonging to a member of the Grimsby Trawler Owners' Association.

It must be produced when signing a fishing boat's Agreement at the office of an Owner who is a Member of the Grimsby Trawler Owners' Association; also on being discharged, in order that the book may be cleared by the discharging Owner's office stamp.

No man will be signed on or off unless he is in possession of and produces a Port Record Book.

The Port Record Book is the property of the Grimsby Trawler Owners' Association and a charge of Two Shillings will be made for each Port Record Book which is lost.

A fisherman losing his book should report the loss as early as practicable to the Secretary, Grimsby Trawler Owners' Association, Fish Docks, Grimsby.

This Book is for Trawler Signing On use only, and does not serve as a Certificate of Discharge under Section 410 of the Merchant Shipping Act, 1894.

It will not be accepted as evidence of service for examination or other purposes.

NOTE.—Should this Discharge Book come into the possession of any person to whom it does not belong, it should be returned to the Secretary at the address given above.

No.	Name of Fishing Boat with Port Letters and Number	Date and place of engagement	Rating	Date and place of Discharge	Report Character For ability For general conduct	Office Stamp and Signature of Discharging Owner	Clinic Doctor's Report
6	RENCO	2/2/53	3 rd Hd.	30/1/53	per pro G.F. SLEIGHT & SONS LTD	EB	
7	REPERB	7/2/53	3 rd Hd.	20/3/53	per pro G.F. SLEIGHT & SONS LTD	EB	
8	RIGOLETTO	17/4/53	2 nd Hd.	24/4/53	per pro G.F. SLEIGHT & SONS LTD	EB	
9	Burfell	4	b. H.	53			
10	RECONO	24/8/53	3 rd HAND	8/10/53	per pro G.F. SLEIGHT & SONS LTD		

H. W. PAY PAID
3-JUN-1953

Consolidated Fisheries Limited.

MEDICALLY FIT FOR GENERAL DUTIES
MAY 1954
Next [Redacted]
Medical Officer.

Sample of Peter's port sailing record 1953-59



Peter Miller aged 99, alongside one of his trawlers, GY560 Lucerne

Transcript (by MS Word, then Claude AI)

Dave

Today's date is the 19th of May 2026. Can I ask for your permission for this to be shared publicly? And your name is Peter Miller — is that correct? So you're now aged 99, born in 1927. Whereabouts where you born, Peter?

Peter

Robinson Street.

Dave

There used to be a Robinson Street West and East. Do you know if it was near the Cow Salt Building?

Peter

It was a continuation of Eleanor Street — under the subway. There were houses in the back there. One of them was Robinson Street.

Dave

So you were at the back of the old telephone exchange on Victoria Street?

Peter

Yeah, it's that area.

Dave

You were right in the heart of Grimsby then. Did you live there for long?

Peter

To be quite honest, I can't remember. I was brought up more or less in Eleanor Street. We went to live in Granville Street first — I started school there — then we moved to Thomas Street for two or three years, then we moved to Eleanor Street. We lived there, well, always.

Dave

Were the houses bigger in Eleanor Street? How many people lived at your house?

Peter

My mother, father and sister. My father was a fisherman so he only lived there occasionally.

Dave

What did the children in the neighbourhood do for fun? What games did you play?

Peter

We used to play with a hoop and stick, or a whip and top. Marbles in the gutter. That sort of thing.

Dave

There wouldn't have been much traffic about in those days. Were there still horse and carts moving about?

Peter

There were, but not that many.

Dave

Did you have any hobbies or particular interests as a child?

Peter

All I wanted to do was grow up and be a fisherman like my dad.

Dave

He didn't tell you any horror stories about being a fisherman then? Was there a favourite place you'd go to spend any money — a corner shop, that sort of thing?

Peter

Yeah — there were two or three shops on the corner of Eleanor Street and Convamore Road.

Dave

Which cinemas or theatres did you go to as a child?

Peter

There was the Rialto. We used to go there. And my mum used to take us to the Tivoli — that was a cinema in those days.

Dave

I've never spoken to anybody who's been inside the Tivoli. The Rialto was known as the bug hut, wasn't it — they used to spray between performances. Was there much difference in standards between the Rialto and the Tivoli?

Peter

Oh yeah — the Rialto was just a dump. The Tivoli was a bit more up to date in every way.

Dave

Was it more expensive to go in the Tivoli? When you went inside, what struck you most about the building?

Peter

I should imagine it cost more, but I was a child so I don't know. I can't really remember the inside to be honest.

Dave

We lost the Tivoli in the war — it was bombed and then demolished after. A real shame. What school did you go to?

Peter

Edward Street.

Dave

They wouldn't have had a playing field, surrounded by housing as it was.

Peter

No, just a playground.

Dave

Did you go on to another school after Edward Street?

Peter

No, I stayed there until I left.

Dave

What was your fondest memory of Edward Street School?

Peter

We had some nice teachers. When I left school I needed a reference, but the headmaster had retired, so they sent me to his house. He said, "Oh, tell them to give you the best." So I got a nice reference. That was when it came to the war.

Dave

Right, yes. So did you go to the training college at Lockhill? There was a training school there for seamen.

Peter

I was a fisherman, yeah, I went there.

Dave

What sort of things did they teach?

Peter

Well, really the only useful thing was teaching you how to mend a net. The other stuff was radio signals and foghorns, which weren't of much interest to a deckhand.

Dave

Navigation and things like that wouldn't have applied to you. What sorts of jobs did your neighbours do around Eleanor Street?

Peter

The next-door neighbour was an engineer on the tugs. The other side were Wyatt's — they owned the garage on the corner of Eleanor Street and Convamore Road. They were there for many years.

Dave

Did your mother work at all?

Peter

No. My father went to sea. I can't remember my grandfather too well — he was a docker. My grandmother didn't work, of course.

Dave

Was your grandfather involved in unloading the deal boats, the wooden ones? They used shoulder pads to carry the timber, didn't they. So what age did you leave school?

Peter

Fourteen, in May.

Dave

Did you go straight to sea or get a job first?

Peter

I got a job as a yard boy. There was a yard between Wrawby Street and Pasture Street — I think they called it Hickses. Several little warehouses looking onto a courtyard. The builder was called Hopper, he lived at Laceby. I just looked after the yard — if anyone came in wanting a gallon of tar or whatever, I'd sort them out.

Dave

How long were you there for?

Peter

Not long — perhaps six months.

Dave

And then where did you go?

Peter

I went into the cinema trade. I got a job at the Rialto — there was only the chief operator and myself. Then I left because the owner also owned the Queen's on Alexander Road, so I went there as a projectionist.

Dave

Was there an organ at the Queen's — one that rose up out of the floor?

Peter

Yeah, I had to operate that as well.

Dave

That organ is apparently still at Louth Town Hall — on a balcony now, I think. Was it interesting meeting lots of different people at the cinema?

Peter

We didn't meet that many — I was up in the operating box.

Carl

Can you remember what films were on at the time, Pete?

Peter

I can't remember now. All good old films.

Dave

Was it the case that the new films went to the grander cinemas first, and then gradually the smaller backstreet cinemas got them?

Peter

Yeah — they got the rubbish.

Dave

Can you remember the Hippodrome at all — down Railway Street? It caught fire at some point. And what about the Palace Theatre uptown?

Peter

Oh yeah, the Palace. I went there.

Dave

Was that one of the largest cinemas in the area?

Peter

Probably, yeah. It was a bit better than the others — a proper stage.

Dave

Was it very grand inside?

Peter

So-so — a bit better than the others, obviously.

Dave

Where did you used to sit — up top or at the front?

Peter

Anywhere — I could just wander around there was a light.

Dave

You wouldn't remember the Prince of Wales Theatre on Freeman Street — that was demolished and the ABC Grimsby put up in its place. I understand it was sinking. Did you go to the Tower Cinema on Kent Street?

Peter

I've been there, yeah.

Dave

What was the best thing about being a projectionist?

Peter

I don't know there was anything best about it! You'd put the film on and sit back while the reel ran. When it was nearly finished you had to change over to the second machine so it carried on. Then you'd take that film out and put the next reel in.

Dave

How did you know when to change over?

Peter

There were signals — you could see how the reel was running down, and when it got near the end there were four little dots appearing in the corner of the picture. When they came up that was the time to start the other machine. Then when the next four dots came, you turned the first one off, changed it over, and the second machine took over.

Dave

Did you have to hand-crank it back to the beginning before you sent it back?

Peter

Oh yeah — rewinding.

Dave

Did you ever go in the Empire Theatre or Cinema in Cleethorpes?

Peter

No.

Dave

What about the Colosseum on Cleethorpes High Street? Or the Theatre Royal?

Peter

No.

Dave

Cleethorpes was quite a distance without transport — the trams would have been the way to go. You'll remember the changeover from trams to trolleybuses.

Peter

No, not really.

Carl

Did you ever have to evacuate the cinema because of an air raid while you were working?

Peter

Yeah.

Carl

Were there many raids on Grimsby?

Peter

Not that many. No only one serious one, really.

Dave

Can you remember the butterfly bomb raid?

Peter

Yeah.

Dave

Where were you at the time?

Peter

I was a messenger boy — working for the ARP. All the men would go out to rescue people, and if any messages couldn't get through by other means, I had to take them by pushbike to headquarters, which was underneath the Municipal Offices. The night of the raid I was cycling round, and the next day every street I'd gone down had bombs in it.

Carl

You'd ridden down those streets on your bike while the bombs were going?

Peter

I didn't even know it at the time. There was a bloke picked one up in Channel Square — "What's this?" — and took it across to the police station. They said, "Just take it outside, put it down, and get away from it."

Dave

These were butterfly bombs that would explode when touched — you had to ride around them. Were you aware of that at the time?

Peter

I didn't even know that. Up in Eleanor Street, nearer to Hainton Avenue where the big bay-windowed houses are, there was a lady who went up to wash her windows and there was one sitting on top of the bay. She slid the window down and it went off and killed her. Her name was Miller.

Carl

Same name as you.

Peter

Everybody said, “How’s your mum?” “She’s all right!”

Dave

Did the butterfly bombs paralyse the town — did nobody know what to expect?

Peter

Not particularly. They soon got sorted. They’d come round the houses and go through the gardens. “Have you seen anything? Do you know where they are?”

Dave

I assume if one was found later — even a year after — they’d build sandbags around it and wait for the bomb disposal people. So you were with the ARP — the Air Raid Precautions?

Peter

That’s why I was in the ARP — as an ARP messenger boy.

Dave

That was quite a demanding job. Going out during air raids must have been very worrying for your mum.

Peter

Well — I was stationed at what we called the rate offices on Convamore Road, and an unexploded bomb fell between the fence and the Rialto Cinema. Everyone was evacuated, but the supervisor had to stay in the office by the phone. And the messenger boy had to stay with him.

Dave

Were you paid anything for this?

Peter

No, it was voluntary.

Dave

You did exceptionally well. Were there many boys doing the same thing?

Peter

I don't think there were that many. There were only two of us at my post, but then during a raid in Grimsby his house got bombed, so I was on my own after that. When they weren't involved, they'd just say, "You've got to go in tonight — we're still dealing with that bomb."

Dave

Were you on fire watch as well?

Peter

No, just when they wanted me, they'd send for me. Otherwise, they'd say, "You're all right, Peter — go home."

Dave

At the top of Victoria Street, on the corner turning towards Bullring, there was a shop — I think Atkinson's menswear. There was said to be an observation point in the roof. Have you heard anything about that?

Peter

No.

Dave

So how old were you when you first went to sea properly?

Peter

Probably about 20. When I came out of the Navy.

Dave

Right — so after school you trained as a fisherman, but then you went into the Navy. What years were you in?

Peter

A couple of years. I got called up — well, when it was all chucked in, I still got called up. I did two years.

Dave

Was that the Royal Navy or the Merchant?

Peter

Royal Navy. I was a cook.

Dave

What ships were you on?

Peter

I was on a landing ship. A nice big one.

Dave

And where did you go?

Peter

The war was over, so they were repatriating ships. I went to America — that was my sea experience in the Navy.

Dave

You weren't involved in the Korean War or anything that came after then.

Peter

No, I was out of it by then.

Dave

And when you left the Royal Navy, where did you go?

Peter

I went fishing. That's when I went to sea for real.

Dave

Can you remember the name of your first trawler?

Peter

Yeah... it'll come in a minute. [pause] Two minutes.

Dave

Whereabouts did you sail to the first time? As far as Iceland?

Peter

I went to the White Sea somewhere — deep water, with Consoles [Consolidated Fisheries]. I did a decky trip, then went decky again the next trip because if you could mend a net, it was all right, and not everyone could. So as soon as they found that out — ooh, I was all right. Then I went in a ship called the Baloney. That was a small ship in Consoles — they used to put the youngsters in there; it was never that much money. I did two or three trips in that and then I must have moved to a different ship. I went into Bacons after that.

Dave

Bacons — and your father was with Bacons too.

Peter

Yeah, though I didn't go with him at first. I went decky in a few ships there and then decided to go for a third hand's ticket. I got that and I was made up. I went to Sleights — they asked me to go as third hand because one or two things had happened and the previous third hand hadn't had a ticket. So, there was a bit of trouble. They said, "Would you go for it?" I said yeah, so I went and got mine. It was easy.

Dave

Was Sleights a good company to work for?

Peter

Very good, yeah.

Dave

I've done some research into the Sleight family. Were they one of the more respectable companies on the docks? It's said they always looked after their skippers and those who'd stayed with them for years.

Peter

Oh I think they did, yeah. I'm sure they did.

Dave

You'd have been through some very rough seas. Were you seasick when you first went?

Peter

Yeah — every trip I always felt sick for the first three or four hours. I wasn't actually sick; I just felt it. But then it wore off and I was all right.

Dave

Were you involved in the Cod Wars at all?

Peter

No.

Dave

Just going back to when you were around Eleanor Street and Wrawby Street — did you come across Liverine? They made animal feed and ointments there. Was it a busy area?

Peter

Not particularly. In that yard where I worked, there was a big shed full of seeds and stuff — and rats.

Dave

How long were your trips at sea?

Peter

Deep water — sometimes three weeks. Usually, ten days to a fortnight in the North Sea.

Dave

You didn't do any inshore fishing around the Humber?

Peter

No.

Dave

Did anyone ever mention the 1901 fishermen's lockout, when the trawler owners locked all the vessels in the docks because they wanted to cut the fishermen's pay?

Peter

No.

Dave

A bit before your time, but I thought it might have been passed down. Do you remember Dolly Hardy, the skipper's wife?

Peter

Her husband worked for Consoles.

Dave

That's right. She fought for redundancy payments for the fishermen when the industry was wound down. When you finished fishing, do you know roughly what year that was?

Peter

[looks at logbooks] Oh dear. Look at that — there's all the ships.

Dave

These are the books where the company signed to confirm you were on board each voyage. Can I take some photos of these later? Thank you. [looking at logbooks] United Navigation Committee... So you can see the different companies you sailed with — Bacons and others. Did you ever come across the infamous skipper Bunny Newton?

Peter

Yeah.

Dave

Did you ever sail with him?

Peter

No.

Dave

What was his reputation?

Peter

He was a gentleman ashore, and a gentleman while he was steaming — but once he started fishing, well, he was something else.

Dave

He had the nickname The Beast, didn't he.

Peter

Oh aye.

Dave

How old were you when you left home, Peter?

Peter

I was away at sea, wasn't I.

Dave

And when you came back from the Navy, you went back to the family home?

Peter

Yeah.

Dave

When you got married, where was your first home?

Peter

I lived at home with the wife in the street.

Dave

Your sister was still there as well?

Peter

Yeah.

Dave

Where was your nearest air raid shelter at Eleanor Street?

Peter

In my garden.

Dave

Was that an Anderson shelter?

Peter

No, it was built onto the house. Just above ground — plenty of bricks. My father had it built.

Dave

A thick concrete roof as well?

Peter

Yeah.

Dave

What about Weelsby Woods — that was a prisoner of war camp during the war, wasn't it? Can you remember much about it?

Peter

No, I can't remember anything about it. I never went past on Weelsby Road.

Dave

Were there any roadblocks in the area?

Peter

I seem to recall some, somewhere on the road. I seem to recall that.

Dave

The two Humber forts — they were manned with troops during the war, weren't they. Can you remember them being crewed?

Peter

No.

Dave

Did you used to go to the dance halls?

Peter

Yeah — there was one next door to the Rialto cinema.

Dave

Was it a large hall with live music?

Peter

Yeah, it was a proper dance floor — springy, you know how they were.

Dave

Did you mostly shop on Freeman Street or up in town?

Peter

Always Freeman Street — it was nearest.

Dave

Did you ever go over Newmarket Bridge to the Central Market?

Peter

I did, yeah — I worked at the Globe cinema so I was a regular over that bridge. I could see all the fish trains going underneath.

Dave

So you worked at the Rialto, the Queen's, and the Globe.

Peter

Yeah.

Dave

Did you ever go in the Savoy Theatre Cinema on Victoria Street corner of Brewery Street?

Peter

No.

Dave

Can you remember Cleethorpes beach during the war — was the public allowed on it?

Peter

I don't know to be honest — I never got down there.

Dave

These logbooks are fascinating — I didn't realise you'd kept them. This one here says 1965, competence in radio telephony. Does that mean you were sometimes taken off the fish deck to operate the radio?

Peter

You were supposed to have one of those certificates before you could use the radio on the ship. An inspector would come aboard to check. We used to take one of the valves out and go on a different wavelength so we could talk to a pal on another vessel. But you'd get in trouble if they caught you — he'd just look at it and say, "That's all right — give me that."

Dave

When you found a good spot with fish, did you tell other trawlers around you?

Peter

No. I'm sure he didn't give that away.

Dave

Was that kept very secret then. Did you ever fish in pairs with a sister ship?

Peter

Yeah — pair trawling. I can't remember the name of the ship, but we went into Denmark together once. You'd both go and sweep round so you were both in the same tow. But the other ship went too far and broke the headline. We went in to do repairs and when we looked at the gallows they'd had fitted on the side, it was all breaking away. So, we came home and that was the end of that.

Dave

What sort of reception did you get in Icelandic or Danish ports?

Peter

It depends where you went. If you went into the right port, it was all right. If you didn't, you weren't very popular, so you didn't stay.

Dave

You'd be led by the older fishermen in that sort of thing. What role did your father play at sea? Did he stay as deckhand or did he become an officer?

Peter

He was skipper.

Dave

And he worked mainly for one company?

Peter

Bacons, mostly — he was in Robinsons for a few years first, then he went to Bacons and that's where he stayed.

Dave

And you sailed together on Bacons vessels?

Peter

Yeah, we did.

Dave

Was it strange having your father as skipper?

Peter

He just treated me like any other deckhand or third hand. It was strictly work — no relations.

Dave

Looking at the Ross Tiger moored behind the Fishing Heritage Centre — was that about the size of ship you'd sail on to the White Sea?

Peter

Maybe a little. For Iceland — but anything smaller was North Sea.

Dave

North Sea trips were about ten days. Iceland was about fourteen or fifteen?

Peter

Yeah, 14, 15.

Dave

When the ship came in, were families allowed to stand on the quayside to meet you?

Peter

Yeah, they'd stand there on the quayside waiting for the trawler.

Dave

But they weren't there to see you sail out — was that considered bad luck?

Peter

I suppose so. I'd just say cheerio when you went.

Dave

Were you very superstitious?

Peter

Not particularly. A lot of people were though.

Dave

They used to say you shouldn't wear green on board, didn't they.

Peter

I didn't worry about it.

Dave

When you finished at sea, was that when you finally retired, or did you go on to something else?

Peter

When I finished, I had to finish somewhere else too.

Dave

Were you pleased to finish or did you miss it?

Peter

I missed it. I loved every minute I did.

Dave

Even in rough weather?

Peter

No, no — it didn't bother me.

Dave

I've got some diaries from a young man — Len Bewley, around 1921, 18 or 19 years old — recounting his fishing trips. He'd cut out newspaper cuttings reporting how many fishermen had been lost, but it didn't put him off going at all. Looking at this certificate — it's for a second hand. What's the difference between deckhand and second hand?

Peter

It's like a third hand — then second hand, then skipper. That's how it goes down.

Dave

Would you sometimes steer the ship?

Peter

Oh yeah.

Carl

Was the second hand also called the mate?

Dave

What was the mate's role on board?

Peter

He was more or less in charge of everything on deck.

Dave

How many crew would there be on an Iceland ship?

Peter

Fourteen. Ten for the North Sea.

Dave

Was the cook's job a cushy one — at least you stayed warm?

Peter

If the weather was nice, yes. In rough weather it was horrible — keeping the pans on the stove and making sure they didn't empty the shelves.

Dave

This book here is your port record book with a list of all your sailings — it's got Grimsby Exchange Limited on the front. What did the Exchange do?

Peter

Just — when you wanted your settling money, you'd take that in and they'd give you your money. I don't know, really.

Dave

If a trawler owner like Bacons had a ship ready to sail, how did they recruit the crew?

Peter

The crews would go to the offices — there were always men walking up and down looking for work. You'd go in and say you were available, and if they had a ship sailing the next day, you'd be on it. If your face fitted. They all had their favourites — some of the lads used to come in and treat the ship's husband, and they were guaranteed a berth.

Dave

Did the skipper have much influence over who was in his crew?

Peter

Oh yeah. If he didn't want someone, he wouldn't have them.

Dave

And this certificate — United Navigation Committee, Grimsby. What was this for, Peter?

Peter

That's so I could go third hand. That's when all the trouble was — some ships had gone out and they couldn't blame the third hand because he never had a proper ticket. So they said, "Will you go and get one?" and I said yeah.

Dave

Did you have to go back to the Lockhill Nautical School?

Peter

Just to learn a few signals and foghorn patterns.

Dave

This is dated 1950. Were the docks absolutely full of trawlers then?

Peter

Oh yeah.

Dave

Ross Group were already going by then?

Peter

Oh yeah — I sailed for them too. Can't remember the names of my ships though.

Dave

The cat boats — Ross Lynx, Ross Tiger. Did you sail on any of those?

Peter

I sailed on them but I can't remember what they were called, sorry.

Dave

When the industry was winding down and vessels were being decommissioned, some of them went to oil rig support work. Did you do any of that?

Peter

Just two trips — keeping alongside the oil rig.

Dave

What was your purpose out there?

Peter

In case anything went wrong or they needed something — you'd go and deliver it to the rig.

Dave

How did you get things from your ship onto the oil rig?

Peter

Bull wires, long lines and a crane.

Dave

Was it an easy role compared to trawling?

Peter

Oh yeah — nothing to do. I used to do a bit of rod fishing over the side!

Carl

Are you all right, Peter? We've been talking for about an hour — do you need a rest?

Peter

Oh yeah — I'm fine.

Dave

Cam Shipping were one of the companies for the oil rig vessels, weren't they — the orange vessels. Did you do gas platforms as well?

Peter

No, just oil. I suppose they had gas platforms too.

Dave

Those were the cushiest jobs you'd had at sea then. So the oil rigs off Great Yarmouth way mostly?

Peter

Yeah.

Dave

Is there anything else you'd like to tell us, Peter? Anything else that comes to mind?

Peter

Oh I don't know. I can't think of anything.

Dave

Okay, I'll finish the recording there and then take some photos of these books if that's all right.

Peter

Okay.

Dave

Thank you.

~~ End of recording ~~

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Dave Smith, North Eastern Lincolnshire Local History Archive